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DAKIN BROS. OF CHINA, LIMITED, WHOLESALE AND RETAIL CHEMISTS, QUEEN'S ROAD CENTRAL, Opposite Hongkong Hotel.

(Telephone No. 60.) Hongkong, 9th May, 1889.

A. S. WATSON & CO., LTD., Established A.D. 1841.

WATSON'S PATENT DESSICATING OR DRYING BOTTLES.

A. S. W. & Co. beg to call attention to their new PATENT DRYING BOTTLES which have been specially designed and manufactured for them.

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Whenever or wherever the atmosphere is surcharged with moisture these bottles will be found invaluable.

THE HONGKONG DISPENSARY, Hongkong, 4th April, 1889.

BIRTH, On the 10th May, at No. 48, Hollywood Road, Hongkong, Mrs. FARRA-NEVES, of a son.

MARRIAGE, On the 9th May, at St. John's Cathedral, Hongkong, by the Rev. W. Jennings, Colonial Chaplain, HILTON VICKERS, 23rd W. L. Regt. Indian Staff Corps, to WINIFRED KATE, elder daughter of the late Wilmot Wadson, Holworthy, D.A.S. Military Store Staff.

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fluence in promoting this cooler traffic. It is difficult for us to understand why His Excellency, who is *down* of the Diplomatic body at Peking, should desert his colleagues and take up his abode at an extreme part of the Empire and use his endeavours to promote a mercenary traffic, which, construed as you may, is but little removed from the very worst form of slave dealing. We take it that the Netherlands-Minister's mission at Peking primarily is to act in conjunction with his colleagues in advancing the general interests of commerce and civilisation. Surely in this matter the Dutch Minister is not acting in concert with his colleagues? Nor can we allow that general foreign interests or the particular interests of Holland should be made subservient to those of the Dutch planters of Java and Sumatra, more especially in connection with a questionable traffic which has far-reaching, injurious effects on civilisation generally.

The population in the Dutch settlements in the Straits is probably increasing in a more rapid ratio than in any other part of the world. It has doubled itself in about fifteen years, and now numbers some twenty millions. Considering the commercial progress these islands have made of late years, in keeping with the increase of the population, it is curious that the Dutch should still be dependent upon China for its principal supply of labour and should seek to obtain it by such doubtful means. If the indigenous native labour is so inferior, notwithstanding this extraordinary increase of population, as this demand would seem to indicate, then the future of the Dutch settlements must cause ground for serious concern. And all this makes it incumbent upon us to prevent possible a further disturbing element in the social problem of these Dutch colonies in the near future.

On our remarks last week we omitted the name of Mr. Consul FRATER, whose conscientious discharge of his duties as British Consul at Swatow in this respect has not been second to those of his colleagues at Canton and Swatow. As we then indicated, the efforts of the British authorities in placing the matter upon a proper basis has been thwarted in a measure by the wilful blindness of the Canton authorities, and by the unprecedented action of the Senior member of the Foreign Diplomatic circle at Peking. Perhaps the best remedy will be for the Press in Europe to take the matter up, and we shall take care to further this end while carefully watching its further developments. In conclusion we feel justified in calling upon the Hongkong authorities not to again permit another breach of the regulations, as was apparently done in the case of the steamer *China*, which, it would seem, arrived here from Swatow, and entered and cleared at the Harbour Office, without strictly conforming to existing regulations. We know of no special reason why that vessel, or any other so engaged, should be exempted; on the contrary we maintain the regulations on vessels coming from the Coast ports engaged in such a doubtful traffic should be rigidly and impartially enforced.

TELEGRAMS.

THE NAVAL DEFENCES.

LONDON, May 8th. The House of Commons has read a second time the Bill for the Naval defences which passed by a majority of 141 votes.

LOCAL AND GENERAL.

We would remind our readers that the French Operatic Company will perform at the Theatre Royal, City Hall, this evening, commencing at 9 o'clock.

A REGULAR meeting of St. John Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

Mrs. C. D. Harman, agent of the O. & O. S. S. Co., informs us that the steamer *Oceanic*, with mails, &c., from San Francisco to the 23rd ulto, has arrived at Yokohama, and will leave for this port at 6 p.m. to-morrow.

TO-MORROW morning between 9 and 10.30 o'clock the steam-launch carrying the Bethel flag will call alongside any vessel holding code pennant C, to convey men ashore to 11 a.m. service, at St. Peter's Seamen's Church, returning about 12.30.

A MISSIONARY LADY, Mrs. M. E. Talmage, writes to the *Amoy Gazette* on the subject of the Seamen's Club, of which so much has been said and printed lately. We are of opinion that Mrs. M. E. Talmage would have exercised a wise discretion in minding her own business, and allowing the vexed question of the Seamen's Club to be settled by those who had actual interests in the matter. Female missionaries never know when to let well alone.

LISBON papers report great electioneering activity in the Portuguese capital and the provinces. A general election of Deputies will take place this summer. So far two candidates have offered themselves to represent the neighbouring colony of Macao in the Lisbon Cortes. Senator Horacio Costa, the present member, and Senator Amaral, son of the late Governor Amaral who was assassinated by the Chinese at Macao in 1849. Without entering deeply into the intricacies of Macao politics—a rather repulsive task considering the elements of strife and vile discord which prevail there—it may safely be said that the two candidates have each about an equal number of supporters, and that the contest promises to be a close and exciting one.

THE temperature has been excessively high at Manila for the past fortnight. On the 27th April, it reached 37.10 centigrade, equal to about 100 degrees Fahrenheit.

DOCTOR—I will tell you candidly every glass of liquor you drink is a nail in your coffin. Beachcomber—Well, doctor, you can't expect a fellow's coffin to hang together without nails.

AFTER a dispassionate and careful review of the doing of that varied aggregation of local talent, composing the Sanitary Board, we venture to suggest to His Excellency the Governor, although with much reluctance, the advisability of dissolving that institution and making another appeal to the community. There are some clever enough men on the present Board—and also some fools. We don't care to say which are the clever men and which the fools, but all the same we know. If the Sanitary Board has done any good to the colony since it started under fresh auspices, we shall be glad to know in what direction to look for it. If it has done no good—and that, we say it with much regret, is our opinion—the sooner the sham is exploded the better for all concerned. There has from the first been too much official nonsense for any institution of the kind to cope with the special evils for which it was formed. A "strike" amongst the unofficial members would not be out of place.

THE *Times* reports that a new machine for sweeping streets and sidewalks is being introduced into the cart in front of it, which travelling was exhibited in operation recently on Holborn Viaduct. It consists of a series of horizontal brushes fixed on a pair of endless chains, revolving around spindles. These brushes sweep the mud up a short incline into a receiver, which is continued upward as a thin iron casing. Inside this casing is a series of scoops or buckets, fixed on endless chains, and these dip into the receiver and lift the mud to a delivery cart, to the rear of which the apparatus is connected in such a way that it is easily removed. When the cart is full the sweepi machine is detached from it and attached to another cart, the full one being sent on its way to discharge its contents and return. The apparatus is mounted on travelling wheels, and the motion is imparted from them to the mechanism by gearing. The machine does its work in a clean and practical manner, and dispenses with the necessity for unsightly heaps of dirt on the road-side, and the splashing of the public, when those accumulations are being shovelled into carts by hand. Much mud was spread for the machine to gather, and in its first run it did its work thoroughly, but in the second run not quite so well. It is, however, but right to state that the mud was thicker than the ordinary found on roads, for it had been swept up, carted and re-deposited, and had consequently collected some of its moisture. We have, however, seen the apparatus at work on a macadamised road on a very dirty day with perfect success. The trials were carried out by permission of the Commissioners of Sewers of the City of London, and with their men, horses and carts.

THE man who practices sufficient *savey* to introduce a thorough system of road-making into the colony will deserve to have his memory perpetuated by a statue in marble or bronze. He will likewise make a handsome fortune; but that is neither here nor there, as handsome fortunes have been realised by men in this line of business who made roads that after a few days' traffic became rivers of mud and decomposed granite. Is there nobody in the Public Works Department, nobody amongst the serried array of independent civil engineers, surveyors and architects practising in the colony, capable of relieving a long-suffering and grossly over-taxed community from this heavy burden for repairs to roads, etc., which for so many years past has occupied such a conspicuous position in the Annual Estimates? We are quite certain that nobody can tell us the amount in dollars that Mr. J. M. Price expended on the streets and roads of the colony during the fifteen years he was good enough to lighten our darkness with his splendid intellect, and we are equally certain that if the sum so expended by this "double first" in advanced Jesuitism could be stated in plain figures, the Hongkong community—including the eminent signatories to the bogus farewell address—would hold up their hands in horror and anathematise the late honorable (11) Surveyor-General in chief. Billingsgate, however, leaving all these trifling matters, errors of judgment, costly experiments, etc., for future discussion, what we want just at present is a man who knows how to make a road that will not become a dismal swamp after a ten minutes' rainfall. There are no decent roads in Hongkong just now; and there hasn't been anything approaching an efficient road for the past fifteen years. Perhaps there never have been any since away back in the "forties"—but on that point the Hon. Phineas Kyrie is a better authority than we can pretend to be. However, this ridiculous annual waste of public money on roads, bridges, etc., must be put a stop to. (1) The Government should not be attached to the Surveyor-General's office knows to make a proper roadway, we respectfully recommend his Excellency to "sack" the entire department.

THE British House of Commons, says the *Sunday Bulletin*, is the most "laddish-looking affair in the world, and Charles Stewart Parnell, as he sits midway among the Opposition benches, looks the very type and genius of the spot. He is a long, lean man with drooping shoulders that once were broad and square. His face is death-white, his features plucked, and the blue veins show up very distinctly under the tightly drawn skin. But his eyes burn with the fire which you see in the eye of an eagle or in the depths of an opal. His brows are hard and polished, and the dome of his head is a perfect semi-circle. As a rule his face is rigid and expressionless, but when he is in the midst of a speech, his face is lit up with the fire of his intellect, and his eyes burn with the fire which you see in the eye of an eagle or in the depths of an opal. His brows are hard and polished, and the dome of his head is a perfect semi-circle. As a rule his face is rigid and expressionless, but when he is in the midst of a speech, his face is lit up with the fire of his intellect, and his eyes burn with the fire which you see in the eye of an eagle or in the depths of an opal.

By the arrival of Captain Ahrens we are enabled to give additional particulars respecting the loss at sea of the German bark *H. Printzenberg*, bound from Singapore to Hongkong with a cargo of timber and rattans. The *H. Printzenberg* left Rajahmundry, on the 10th January, bound to Hongkong with a cargo of timber and rattans. On the 10th of February, as the ship was then found to be leaking considerably, she put back to Singapore, arriving here on the 24th of February. The ship was ordered to dock by Lloyd's surveyor, but the docks at the time were full and after the ship's bottom had been examined by divers it was thought that she could be made perfectly seaworthy without the loss at sea of the German bark *H. Printzenberg*, bound from Singapore to Hongkong with a cargo of timber and rattans. The *H. Printzenberg* left Rajahmundry, on the 10th January, bound to Hongkong with a cargo of timber and rattans. On the 10th of February, as the ship was then found to be leaking considerably, she put back to Singapore, arriving here on the 24th of February. The ship was ordered to dock by Lloyd's surveyor, but the docks at the time were full and after the ship's bottom had been examined by divers it was thought that she could be made perfectly seaworthy without the loss at sea of the German bark *H. Printzenberg*.

THE centenary of the Federation of the French Republic was celebrated with great *clat* in the various cities of Tonquin and Annam on the 5th inst.

A STRONG shock of earthquake was reported on the 30th ulto. from Albay, in the Philippines, which lasted about ten seconds, but produced no damage.

WE are informed by the agents (Messrs. D. Sassoon, Sons & Co.) that the steamer *Yagan*, from Calcutta, left Singapore for this port to-day, and may be expected on or about the 17th inst.

MADAME KORFF who has lately started musical classes in the colony with noteworthy success, will give an afternoon concert at her rooms, No. 3, West Terrace, on Thursday next the 16th inst. The entertainment will be under the patronage of Lady de Vaux, and as Madame Korff and Mdlle. Mailand have already demonstrated their claims to public favour, we hope and expect to see a large attendance.

SAYS THE *Straits Times*.—As there seems to be some vague belief that most of the tin-land in Jelabu is taken up, it may be proper to say that the whole amount disposed of is 5,000 acres. The area of the State is 502 square miles, and we are informed by one who has excellent opportunities of knowing, that there is much good tin-mining, and still available. It is not the case that the Government has agreed to grant any loan to Jelabu, but it is the case that they will be urged to lend a sum to provide for the metalling of the road which has been made on money borrowed from a bank. In four years the revenues of Jelabu have risen from \$200 to \$34,000, and they are rapidly increasing.

A REPORT was current in the Canton Yamen yesterday that serious trouble was imminent between Great Britain and Russia, and that Hongkong was in danger from the latter Power in consequence. As not a single black cloud is at present obscuring the summer brilliancy of the political horizon in Europe, we are inclined to think that the Mandarins in Canton have got hold of a false alarm. If the great Russian bear ever should try the strength of his talons on this far distant British outpost, our Chinese friends can safely rest assured—even although the long-promised guns for our fortifications yet exist only on paper—that they will not find us unprepared. As the great Mandarins, the lion comique par excellence, poetically and patriotically put it: "We don't want to fight, but by Jingo if we do" etc., etc.

OUR readers, especially such of them as are "up" in local military matters, will bear with regret and surprise that the Garrison shooting Club has, by a Garrison order published yesterday, been dissolved by order of the General commanding on account of "irregularity" which, if given its correct military designation, might be called insubordination. It appears that at a meeting of the Club held the other night a resolution was proposed to the effect that a testimonial be given out of the Club funds to an ex-member who had been tried by Court martial for mis-appropriating government stores under his charge, and been reduced from his rank on conviction; and though the resolution was not carried, was not even entertained, another almost equally unfortunate was agreed to, and on the minutes of the meeting being brought to the notice of Major-General Edwards he promptly through the Garrison shooting Club to an untimely end. We learn, however, that a Board of Officers has been appointed to consider whether the Club cannot be reconstituted on a sounder basis, and we hope it will be successful, for, if we be correctly informed, the disaster which has overtaken it has been brought about solely by a clique of personal friends of the ex-member in question, who would seem to have hankered after a reputation for generosity but didn't feel inclined to pay for it, while the great majority of the meeting silently renounced the virtue of that eminently British sentiment which bids a kicking man when he is down, and abstained accordingly from making themselves disagreeable, which, after all, seems to be the most that could be laid to their charge.

If we are generally the first to complain of neglect on the part of public officials, we are always ready to give credit where it is due. Therefore we have sent a simple token of our esteem in the shape of a laurel wreath to His Excellency the Harbour Master, on the occasion of his awakening to the fact that there are such individuals at large in the colony as unemployed British seamen, who make a marine. A correspondent sends us the following:—A few days ago, the British bark *Omega*, which trades between here and Singapore, was in Hongkong harbour, when some kind friend to the British mercantile navy—himself not an officer—wrote to the Harbour Master pointing out that she carried a mate with a German certificate although there were English mates walking about idle in the Queen's Road. Mr. Rumsey at once had an intimation conveyed to Capt. Brown that the German mate, and go he accordingly did, a Britisher being shipped in his place. But the new arrangement apparently did not suit the German mate, who, for some reason or other which we don't stop to investigate, but, at any rate, by some curious coincidence, the new mate found it necessary to at once go to Hospital, leaving the berth again open for the deeply injured Teuton. The "kind friend" who had moved in the matter originally heard of this, and informed the Harbour Master, who sent to the Hospital, found that the British mate was not sick, and ordered him to be discharged and sent aboard his ship at once. This was done, the German mate was a second time displaced, and under that arrangement the *Omega* cleared for the Straits.

THE LOSS OF THE BARK "PRINTZENBERG."

By the arrival of Captain Ahrens we are enabled to give additional particulars respecting the loss at sea of the German bark *H. Printzenberg*, bound from Singapore to Hongkong with a cargo of timber and rattans. The *H. Printzenberg* left Rajahmundry, on the 10th January, bound to Hongkong with a cargo of timber and rattans. On the 10th of February, as the ship was then found to be leaking considerably, she put back to Singapore, arriving here on the 24th of February. The ship was ordered to dock by Lloyd's surveyor, but the docks at the time were full and after the ship's bottom had been examined by divers it was thought that she could be made perfectly seaworthy without the loss at sea of the German bark *H. Printzenberg*.

ship go down by the head, and then they shaped a course for an island about sixty miles off, their position then being 9 deg. 25 sec. N. 109 deg. 45 sec. E. It took them till next evening to get there, and everybody suffered from the sun, a European and a Manilla man being sick when they got ashore. At length they reached Cayo Point, pretty well worn out with the constant baling the leaky boats needed, and after a short rest got on to Cape St. James, where they telegraphed to Saigon, and by direction of the German Consul a steamer called for them and brought them on. The *H. Printzenberg* was built at Rostock in 1876, and was a wooden bark of 553 tons register, classed for fifteen years from 1876.

